

BookletChart™

Chicago Lake Front
NOAA Chart 14927

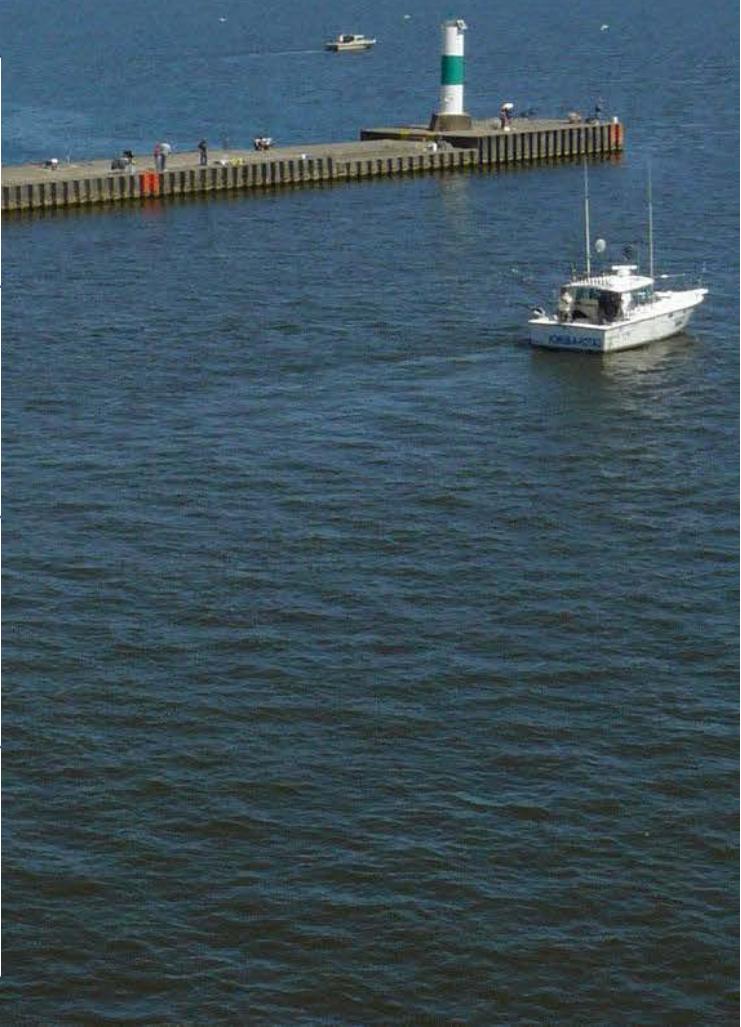
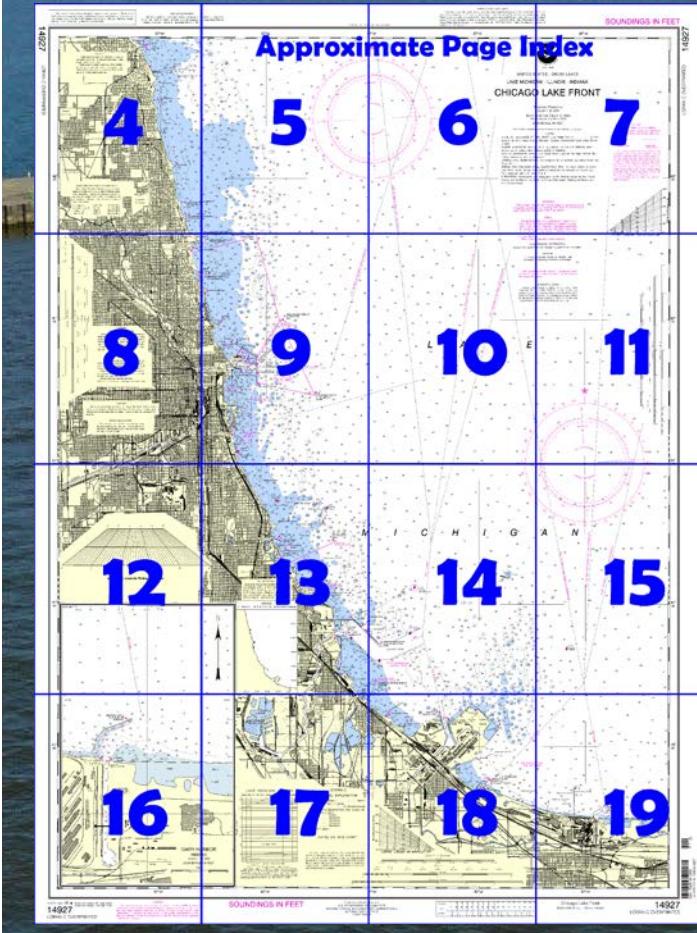


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

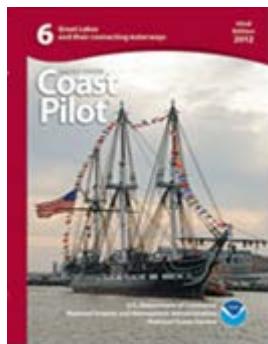
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=149_27.



(Selected Excerpts from Coast Pilot)

Gary Harbor is a private harbor at the S extremity of Lake Michigan, about 22 miles southwest of Michigan City and 14 miles southeast of Calumet Harbor entrance. The entirely artificial harbor was developed and is owned by United States Steel Corp.

Channels.—The harbor comprises a channel extending south into the shoreline for about 1 mile between parallel piers to a turning basin. The entrance to the channel

is protected by a breakwater extending generally northeast from the west side of the entrance. The outer end of the breakwater and outer ends of the piers are marked by private lights. A private sound signal is

at the breakwater light. A bulkhead, enclosing a fill area along the shore, extends 1.8 miles east from the east side of the channel entrance and is marked at its east end by a light. An unmarked shoal extends about 400 yards north-northeast of the east entrance point.

Depths in the channel are maintained to at least 27 feet. Just inside the entrance, the channel is crossed by an overhead pipeline with a clearance of 125 feet and an overhead power cable with a clearance of 132 feet. About 0.65 mile above the entrance, the channel is crossed by an overhead conveyor with a clearance of 125 feet.

Towage.—Tugs are available from Calumet (South Chicago) Harbor. (See Towage under Calumet (South Chicago) Harbor.)

Wharves.—United States Steel Corp. operates deep-draft berths along both sides of the channel at Gary Harbor. (For a complete description of the port facilities, refer to Port Series No. 48, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.) The alongside depths given for these berths are reported depths. (For information on latest depths, contact the operator.)

West Dock: 5,280 feet of berthing space; 27 to 31 feet alongside; deck height, 11 feet; open storage for over 4 million tons of material; four hulett-type unloaders, 600 tons per hour each; receipt of iron ore, iron ore pellets, and limestone.

East Dock: 4,352 feet of berthing space; 27 to 29 feet alongside; deck height, 11 feet; open storage for 500,000 tons of material; cranes to 100 tons; receipt of limestone and dolomite, shipment of scrap metal and steel mill products.

From Gary Harbor to Wilmette, IL, 36 miles northwest, the southwest shore of Lake Michigan is developed with extensive private commercial facilities, public utilities, marinas, and yacht clubs.

Buffington Harbor, a private harbor owned by the Carmeuse Lime Company, is about 3 miles southeast of Indiana Harbor and 4.5 miles northwest of Gary Harbor. The harbor is built in the lake in front of the company's plant on bulkheaded and filled land that extends 2,400 to 2,900 feet beyond the natural shoreline.

Channels.—The harbor basin is protected on the west and north sides by a breakwater that extends from the shore west of the wharf; the wharf forms the east side of the basin. The outer end of the breakwater is marked by a private light; a wave gauge is about 500 feet north of the light. The basin has been dredged to 26 feet, but the depths gradually decrease to about 12 feet along the breakwater on the west side of the harbor. A breakwater extends from the west breakwater and from the south shore of the harbor forming a protected inner basin at the southwest corner of the harbor.

From the northeast end of the wharf, the entire shoreline for about 4.5 miles southeast to Gary Harbor has been bulkheaded and filled.

The wharf on the east side of the basin provides 2,128 feet of berthing space with dolphins and a deck height of 8 feet. The reported depth alongside is 20 to 28 feet. There is open storage for about 1½ million tons of material, and a retractable conveyor can load vessels with slag at 1,000 tons per hour. Limestone, bauxite, cement clinker, and bulk materials are received, and slag and miscellaneous bulk materials are shipped.

Towage.—Tugs are available from Calumet (South Chicago) Harbor.

Indiana Shoals, an extensive bank in the approaches to Indiana Harbor and Calumet Harbor, extends about 5 miles northeast from the outer end of the fill area which forms the east side of the entrance to Indiana Harbor.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland

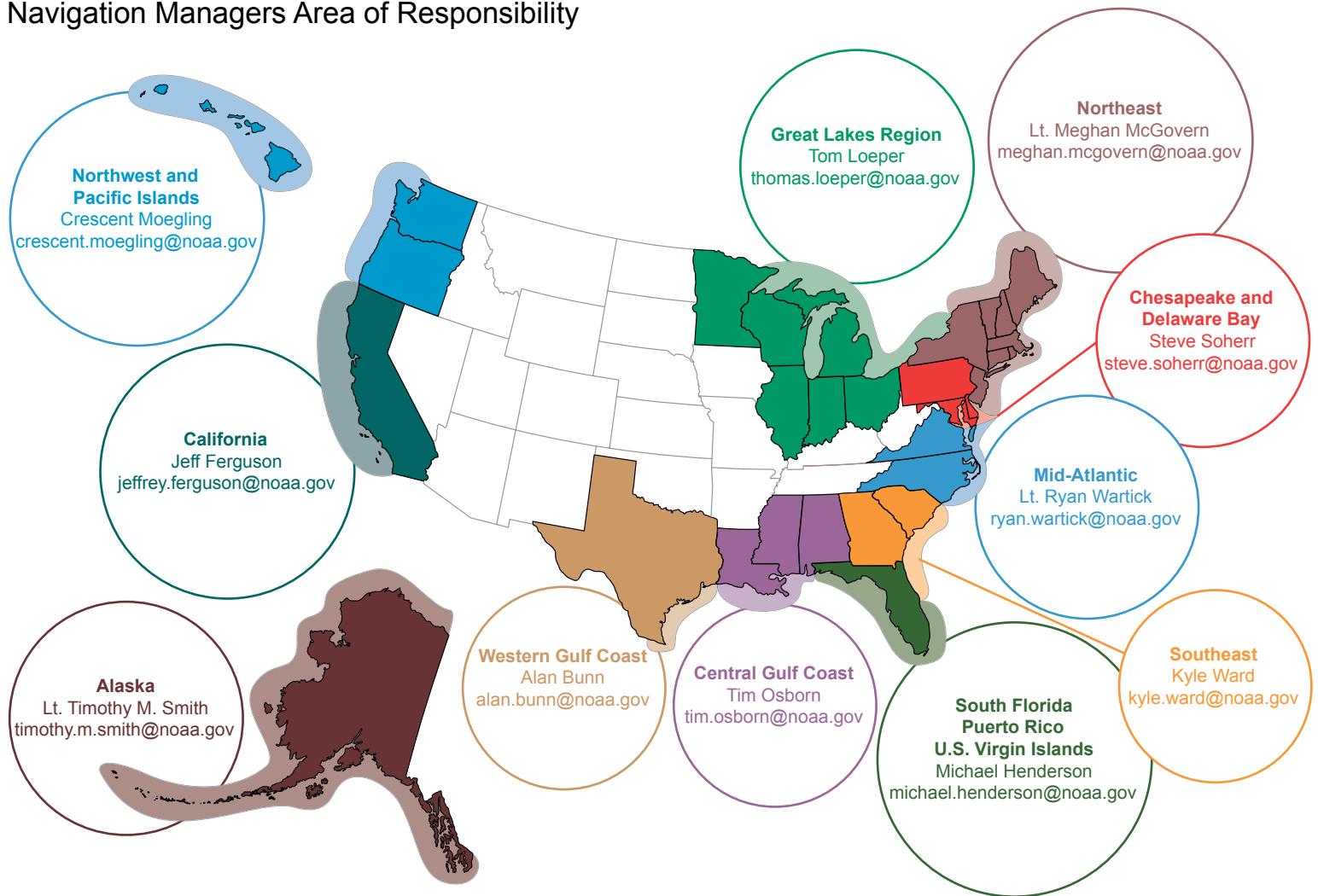
Commander

9th CG District

(216) 902-6117

Cleveland, OH

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

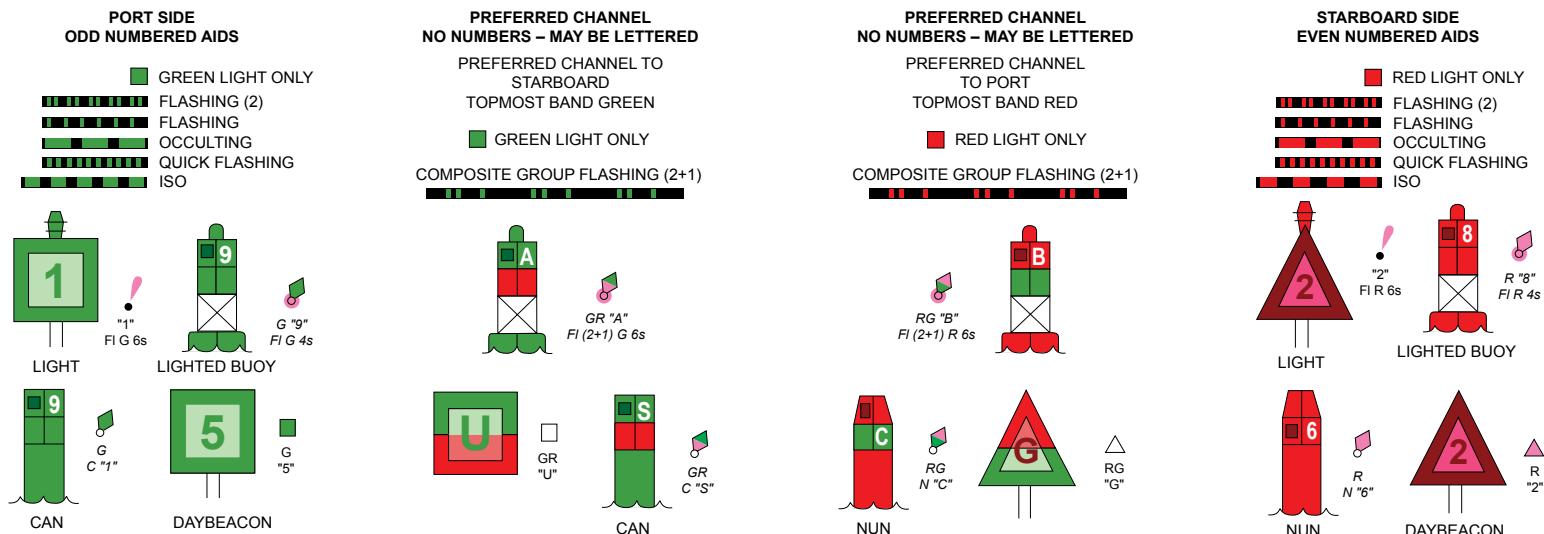
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

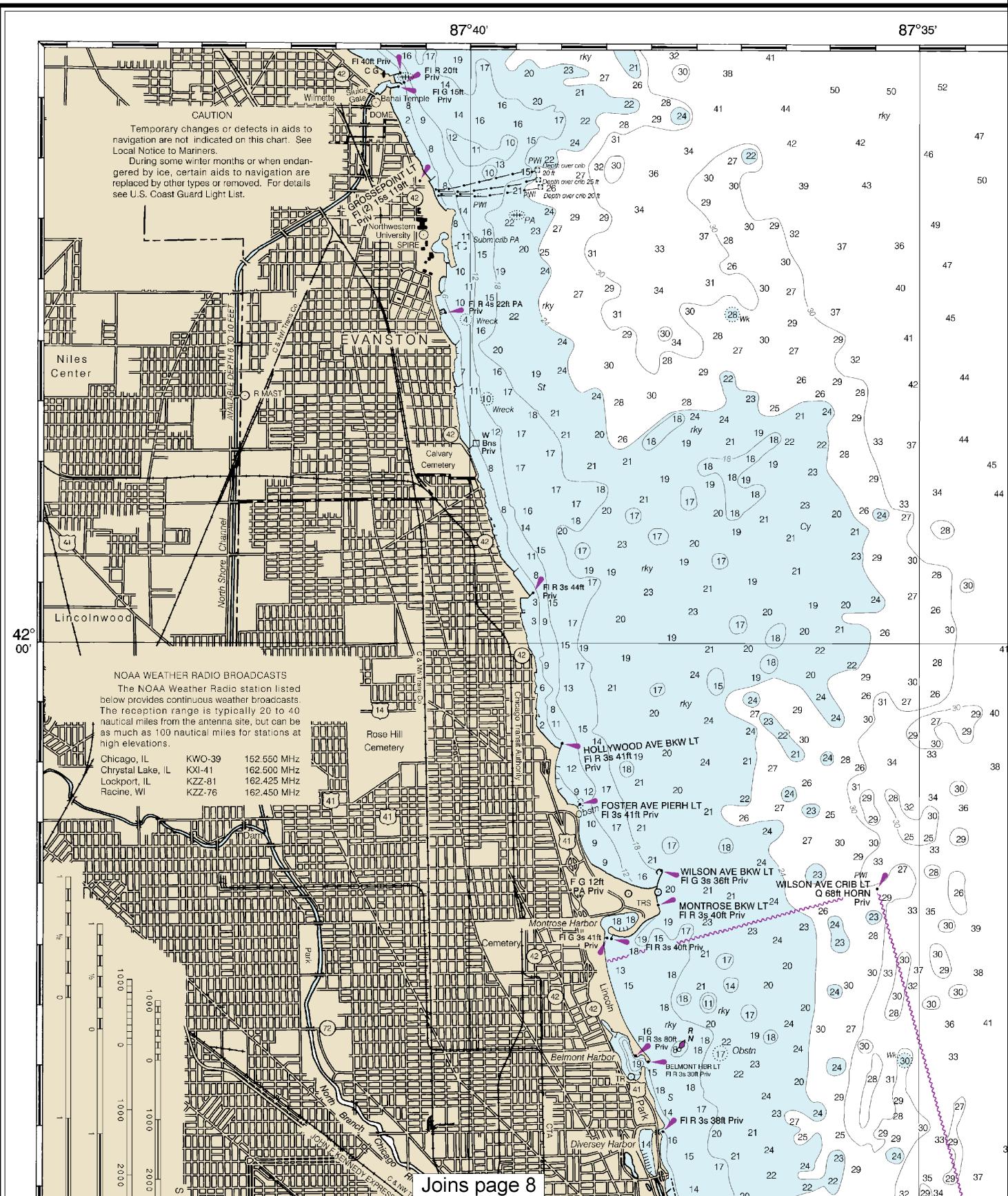


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

14927

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.

4

87°30'

87°25'

UNITED
LAKE MICHIGAN

CHICAGO

North
(W)
S

Additional information

PLANE OF REFERENCE OF THIS CHART
Referred to mean water level at
SAILING DIRECTIONS. Bearing
statute miles between points of
AIDS TO NAVIGATION. Considerations
concerning aids to navigation.
SYMBOLS AND ABBREVIATION
No. 1
BRIDGE AND OVERHEAD CABLE
Datum: bridge and overhead cable
Coast Pilot 6.
AUTHORITIES. Hydrographic
with additional data from

Joins page 6

The present
to navigation, p
Guard Light List

Navigation re
Coast Pilot 6. Al
lished in the Na
the regulations
mander, 9th Co
the Office of the
Chicago, Illinois
Refer to chart

SUI
Consul
supplemeImprove
subject toSailing cours
mended by the
Shipowners Ass

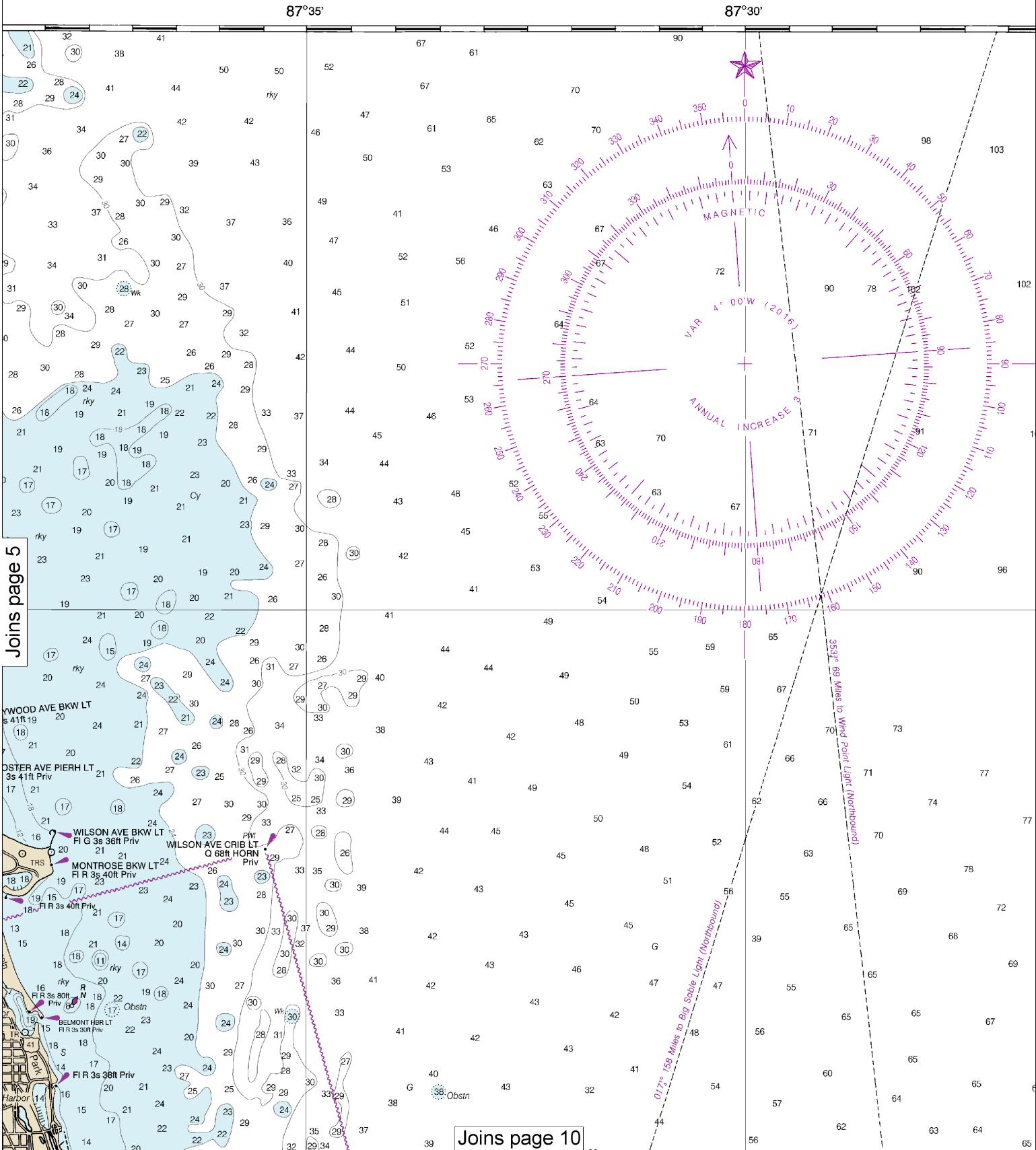
The horizon
American Data
purposes is co
System of 1984
to the North A
conversion to

Joins page 9

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:80000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5

Joins page 5



6

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

See Note on page 5.

SOUNDINGS IN FEET

14927

87°25'

87°20'



UNITED STATES - GREAT LAKES LAKE MICHIGAN - ILLINOIS - INDIANA

CHICAGO LAKE FRONT

Polyconic Projection
Scale 1:60,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS: Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION: Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS: For complete list of symbols and abbreviations see Chart No. 1.
BRIDGE AND OVERHEAD CABLE CLEARANCES: When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES: Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard.

CAUTION

SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

42°
00'

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Chicago, Illinois.

Refer to charted regulation section numbers.

138

140

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.

126

132

135

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

107

128

129

131

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

Joins page 11

125

136

114

126

2

174

103

118

126

102

114

120

72

72

80

100

7

91

96

78

90

96

Cy

75

78

77

86

78

94

70

86

67

94

62

69

60

75

5

73

67

71

73

75

62

69

60

75

5

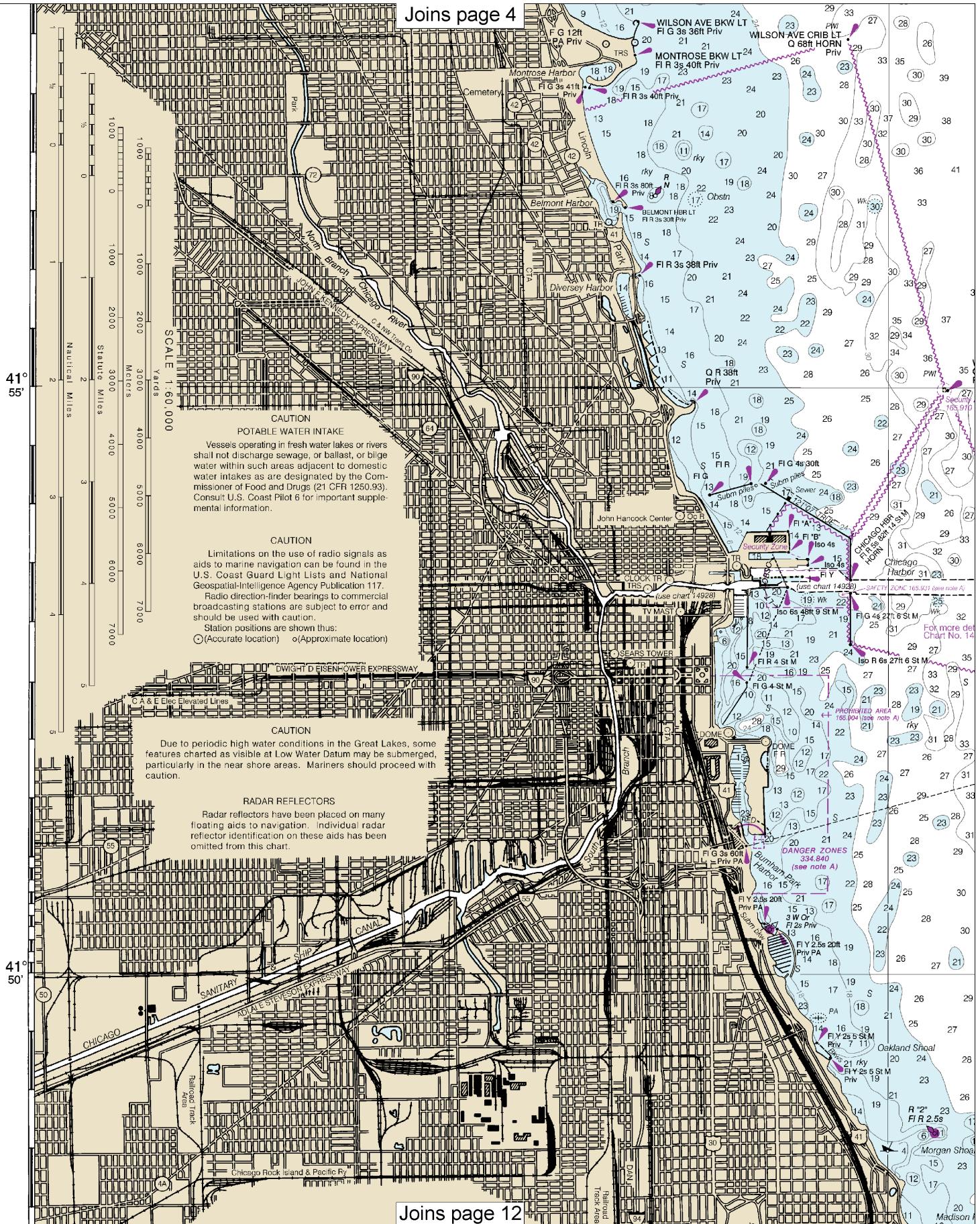
73

2½ Miles from Wind Point Lighthouse

5½ Miles to Big Sable Point Lighthouse

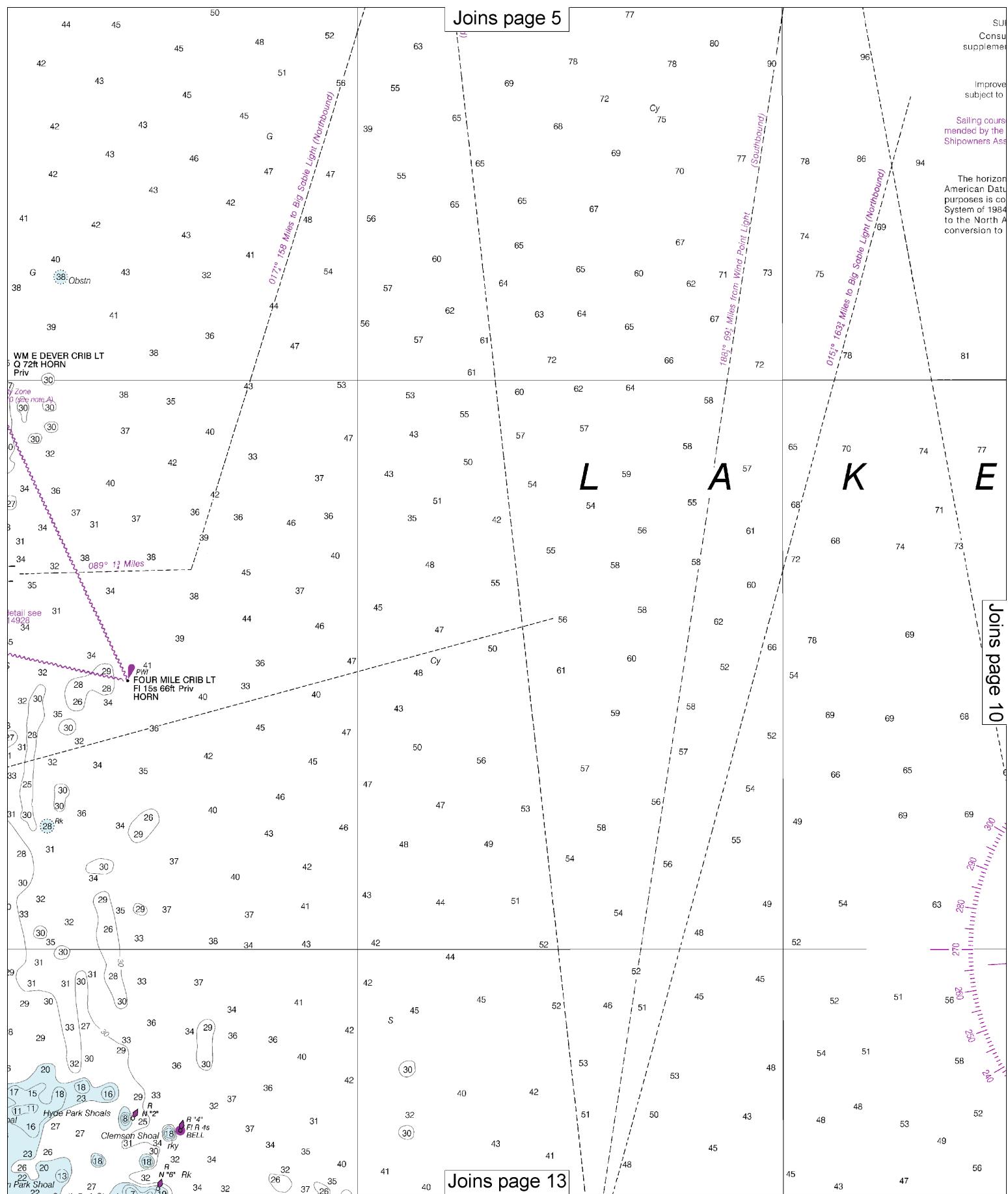
7

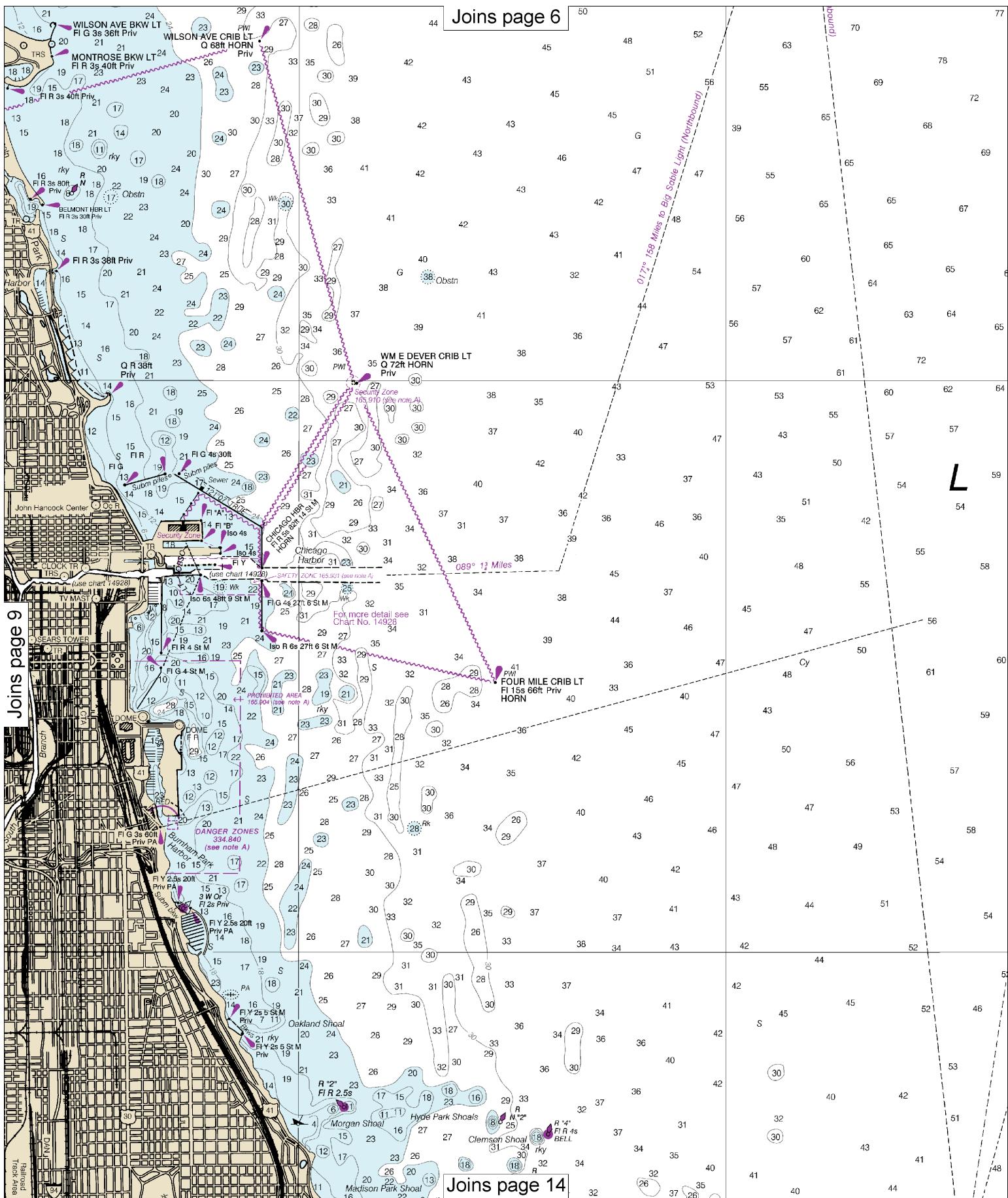
Joins page 4



Joins page 12

Joins page 5





10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

See Note on page 5.

SUPPLEMENTAL II
Consult U.S. Coast Pilot 6 for important
supplemental information.

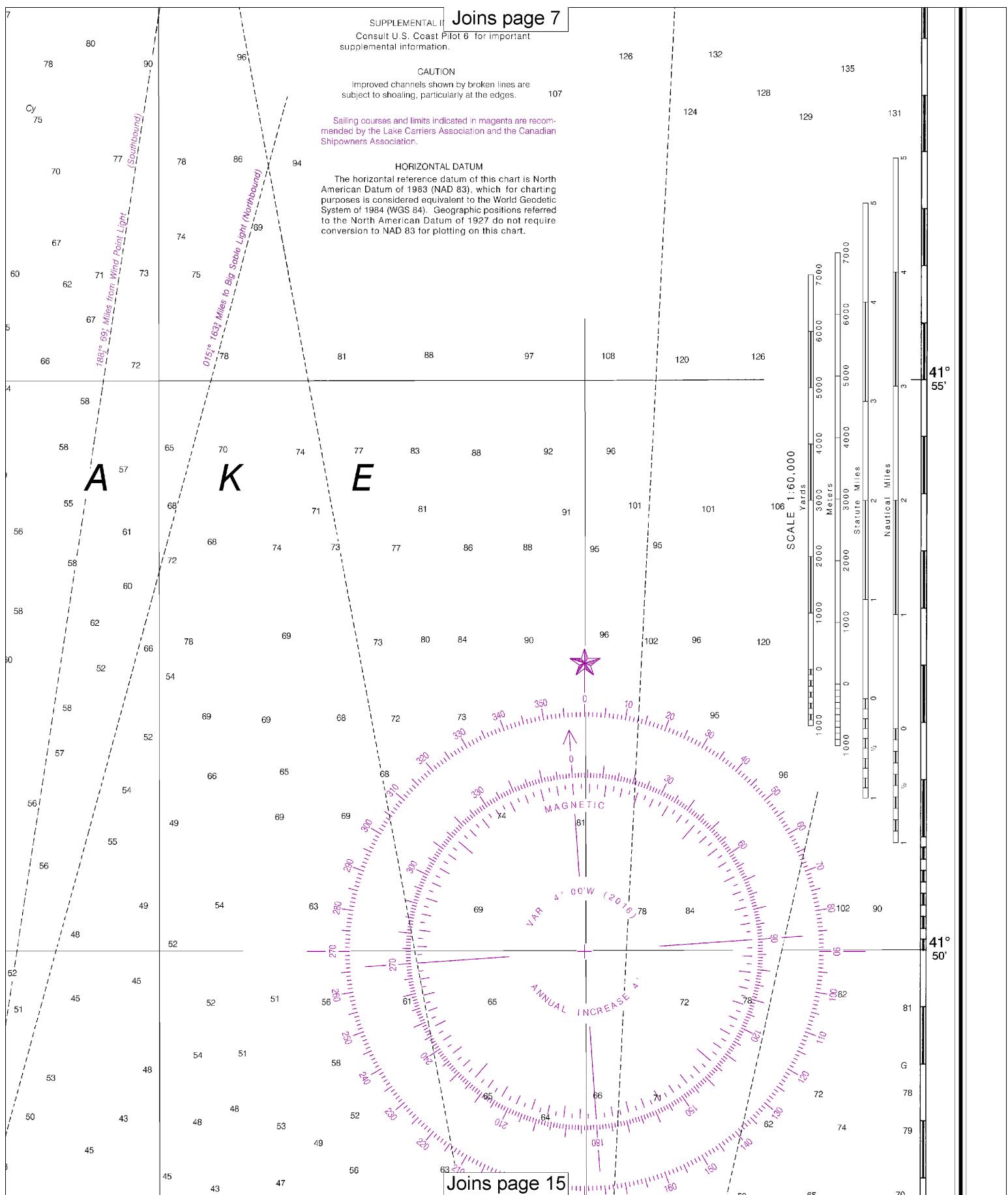
CAUTION

Improved channels shown by broken lines are
subject to shoaling, particularly at the edges.

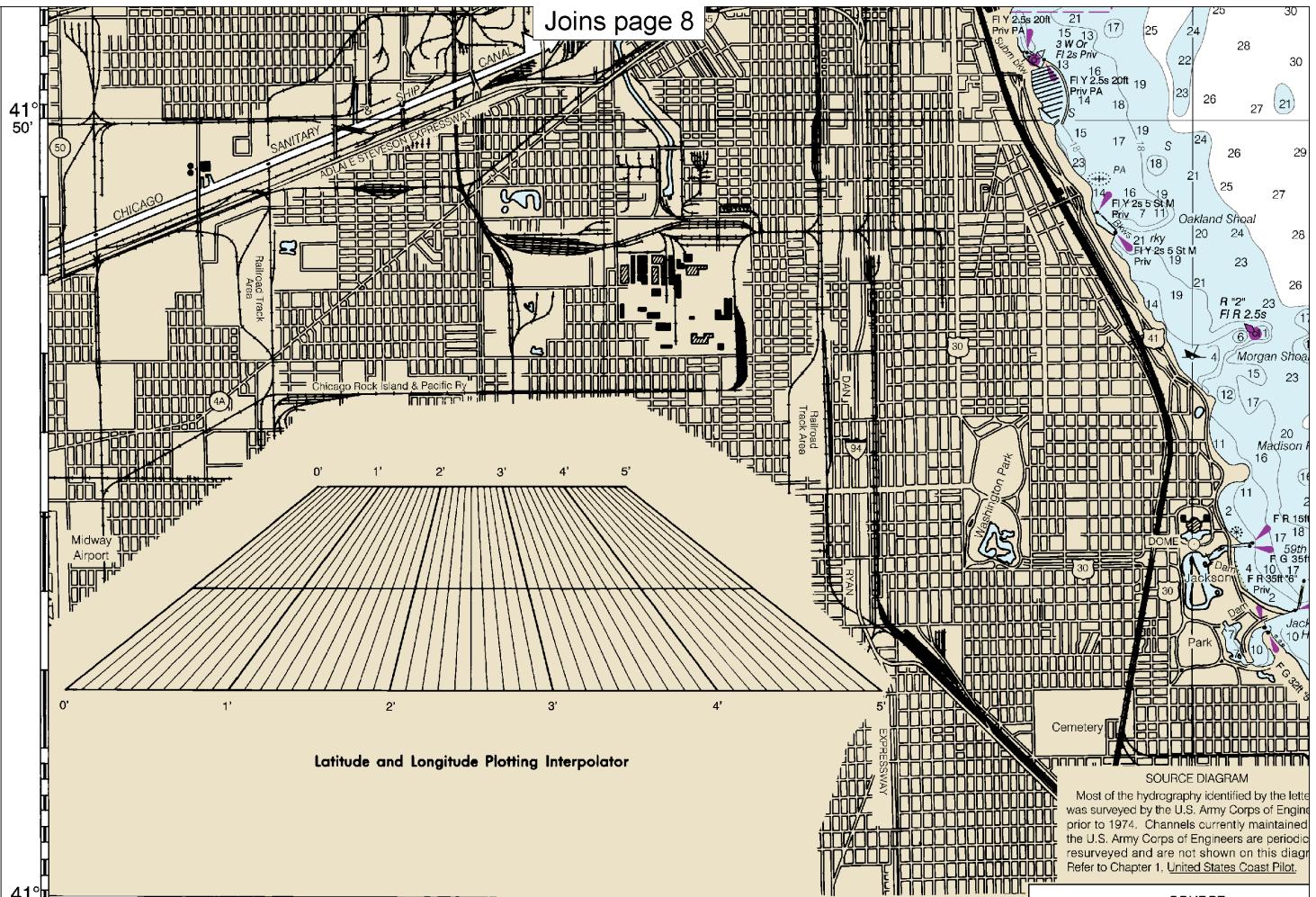
Sailing courses and limits indicated in magenta are recom-
mended by the Lake Carriers Association and the Canadian
Shipowners Association.

HORIZONTAL DATUM

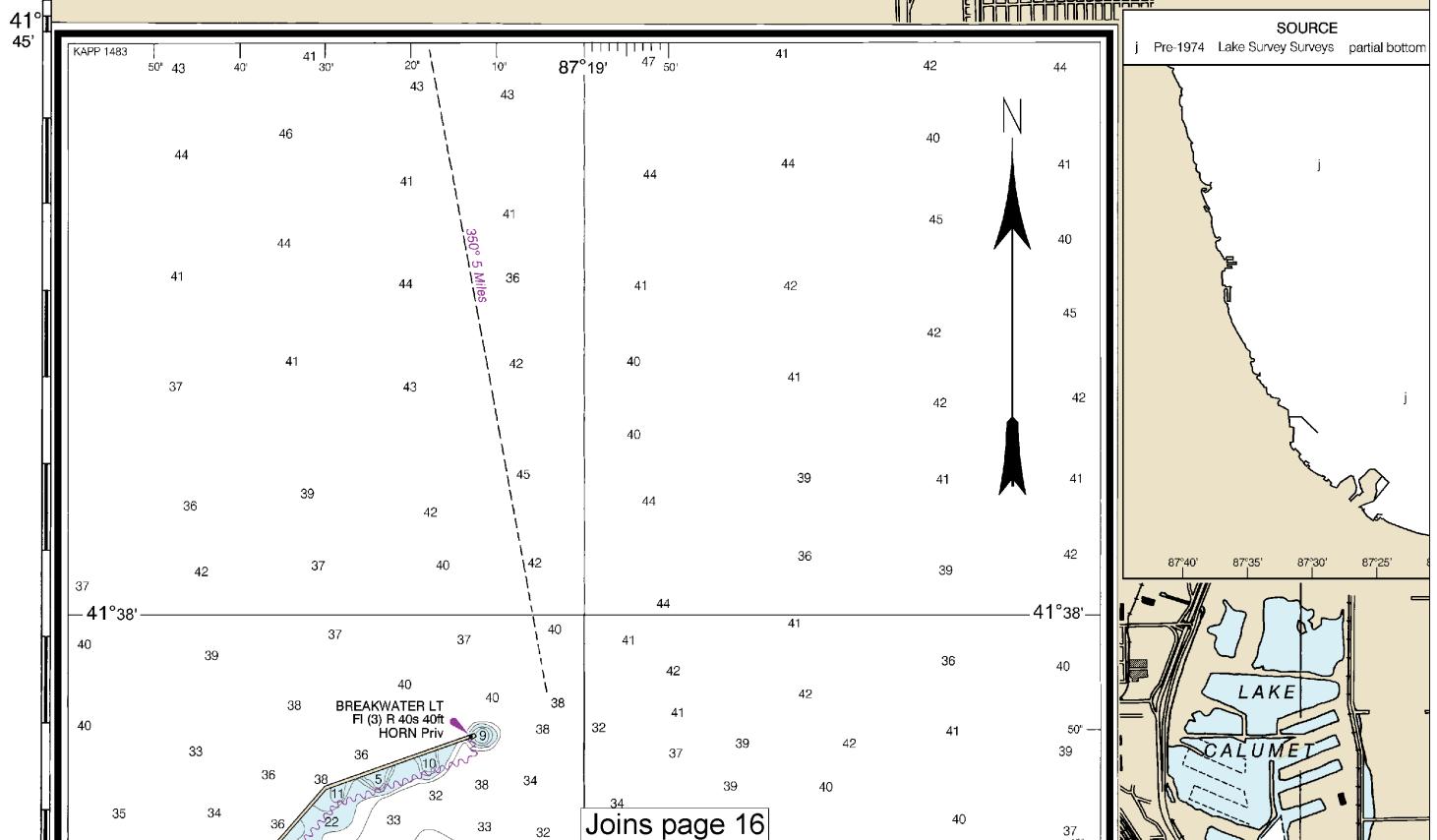
The horizontal reference datum of this chart is North
American Datum of 1983 (NAD 83), which for charting
purposes is considered equivalent to the World Geodetic
System of 1984 (WGS 84). Geographic positions referred
to the North American Datum of 1927 do not require
conversion to NAD 83 for plotting on this chart.



Joins page 8



Latitude and Longitude Plotting Interpolator

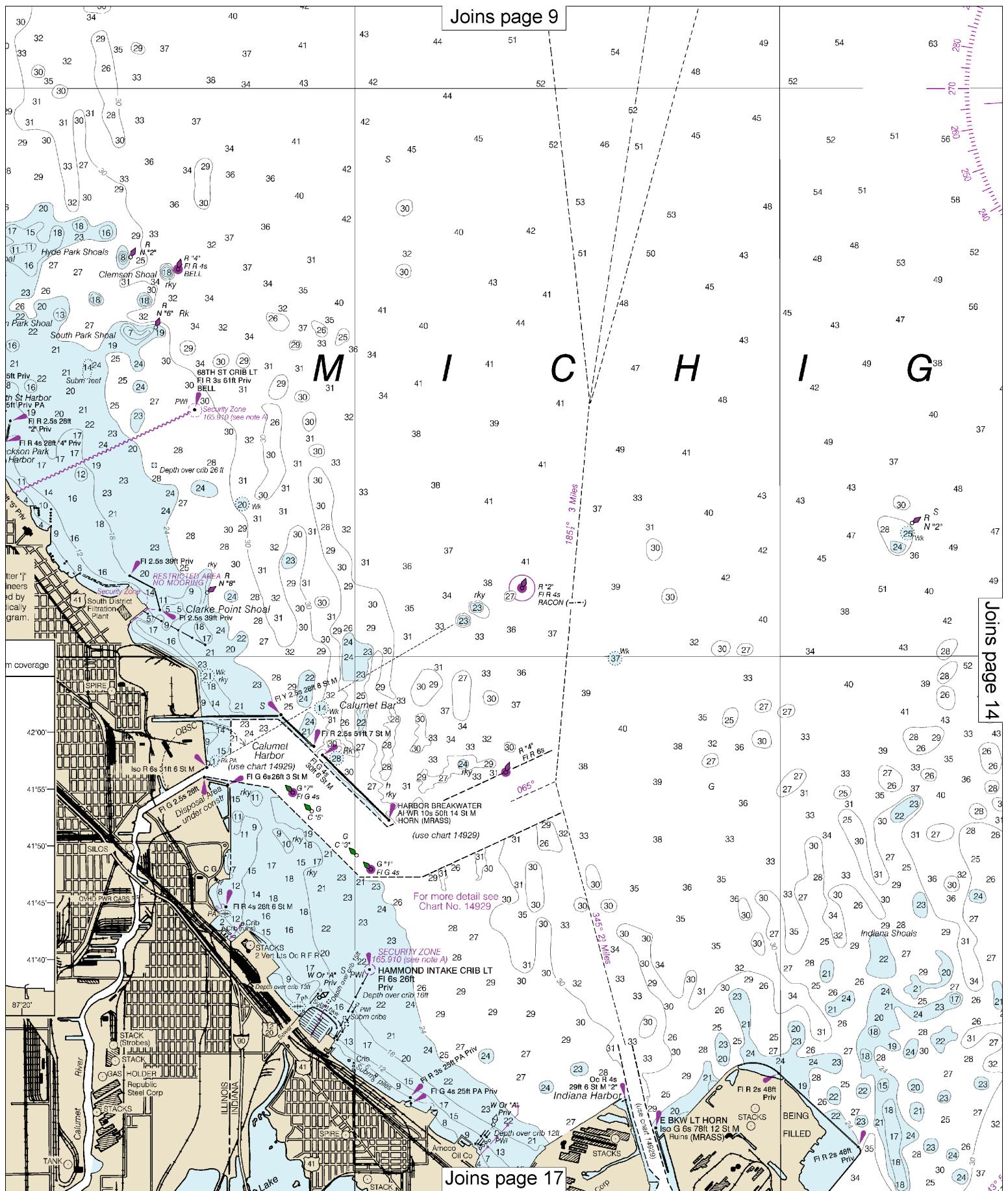


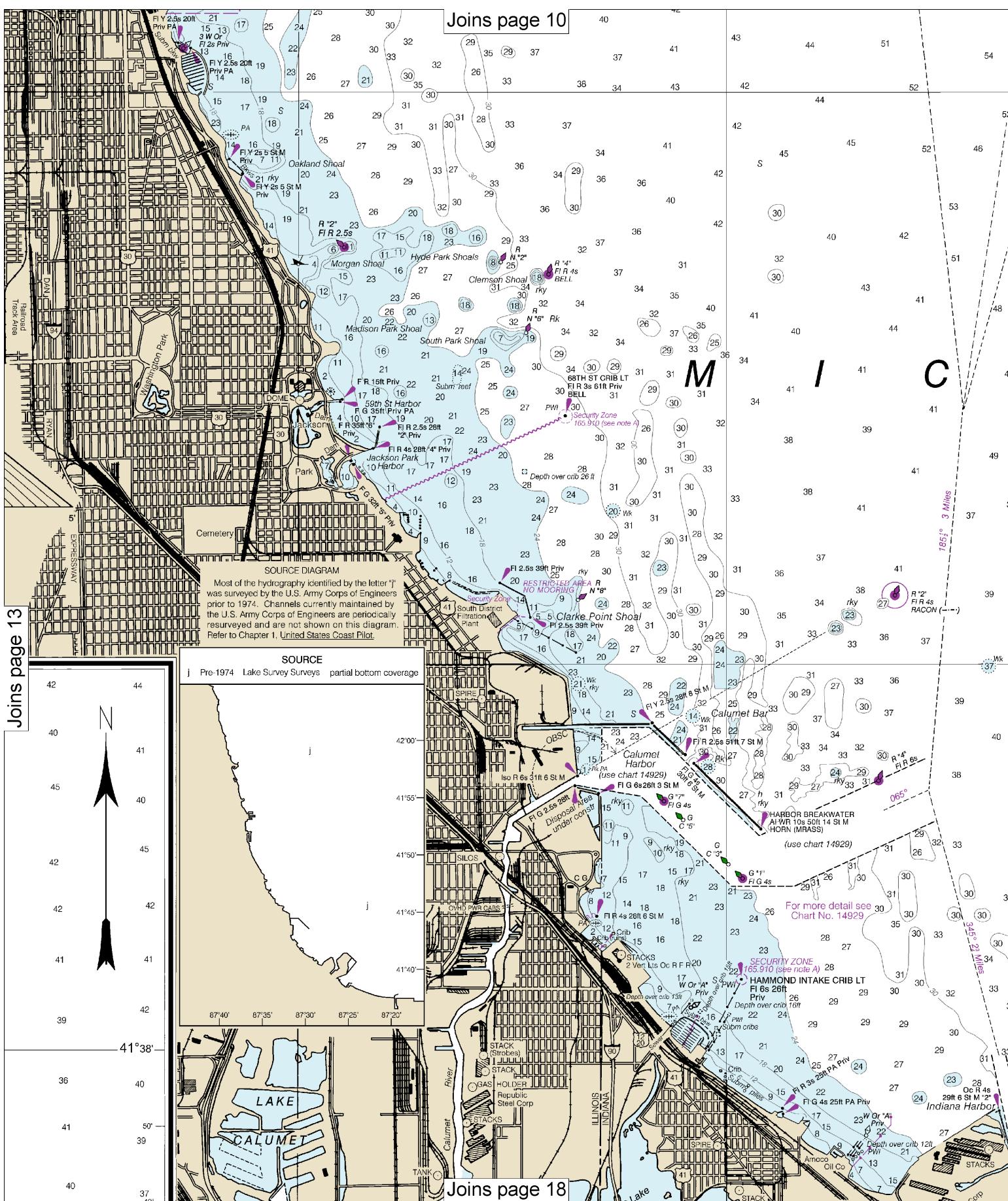
12

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:60,000
Nautical Miles
1 1/2 0 1 2 3
1000 0 1000 2000 3000 4000 5000 6000 7000 4
Yards
See Note on page 5.





14

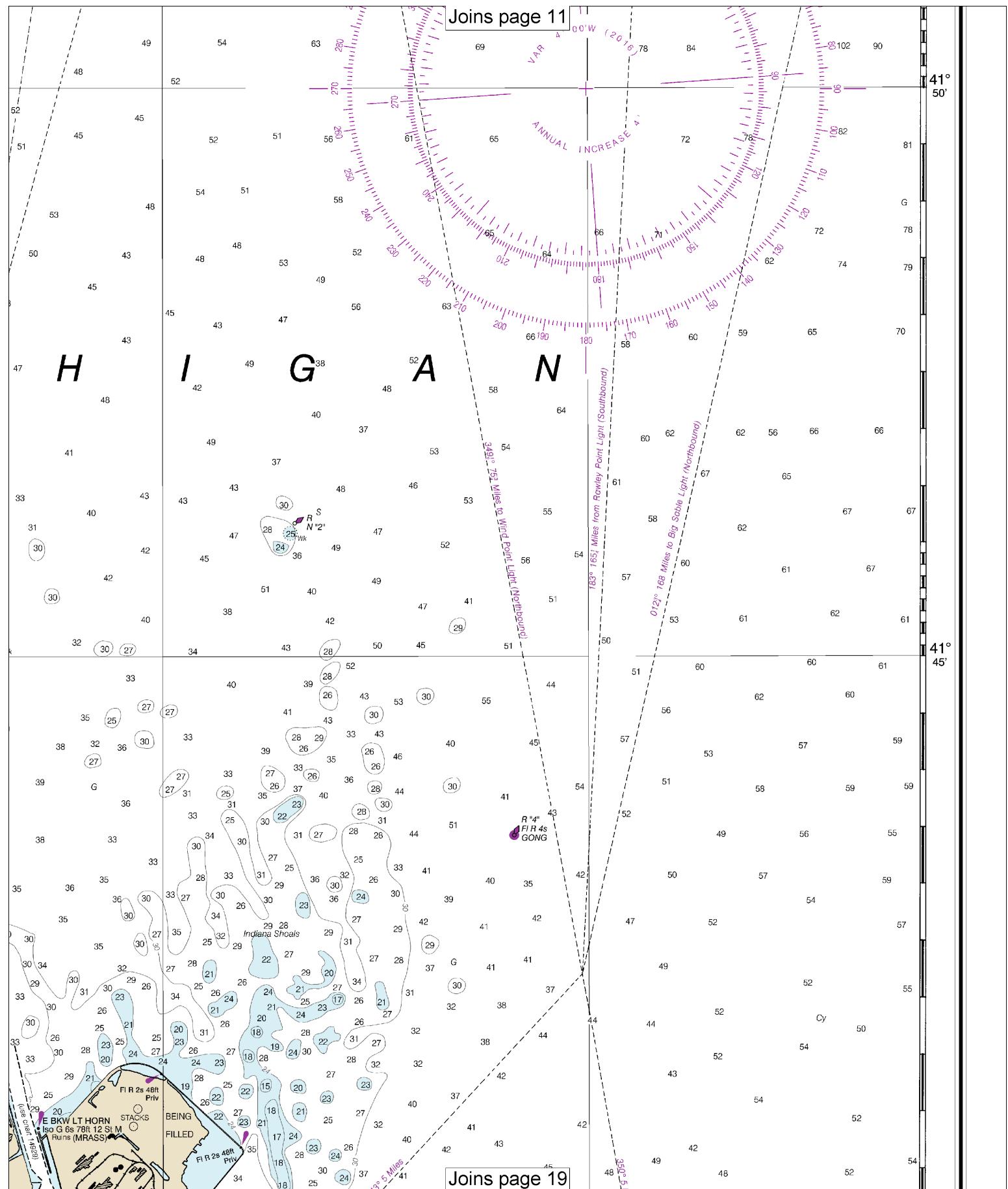
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

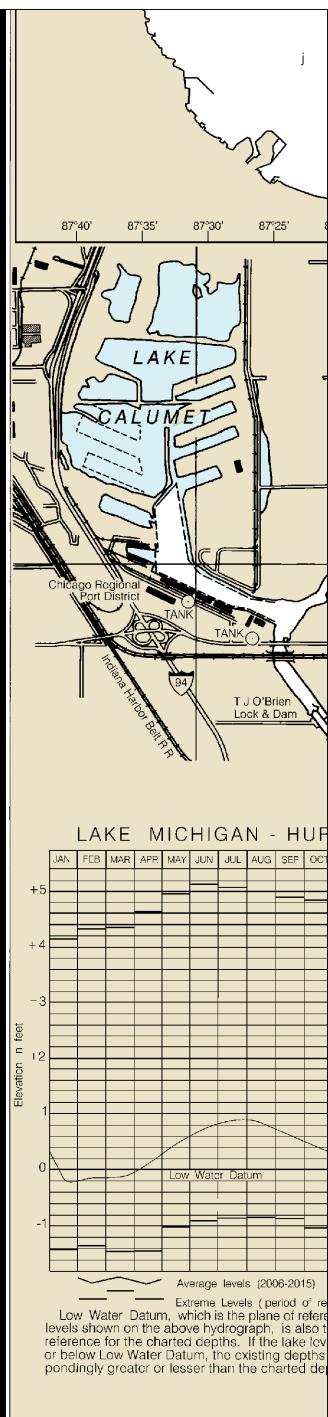
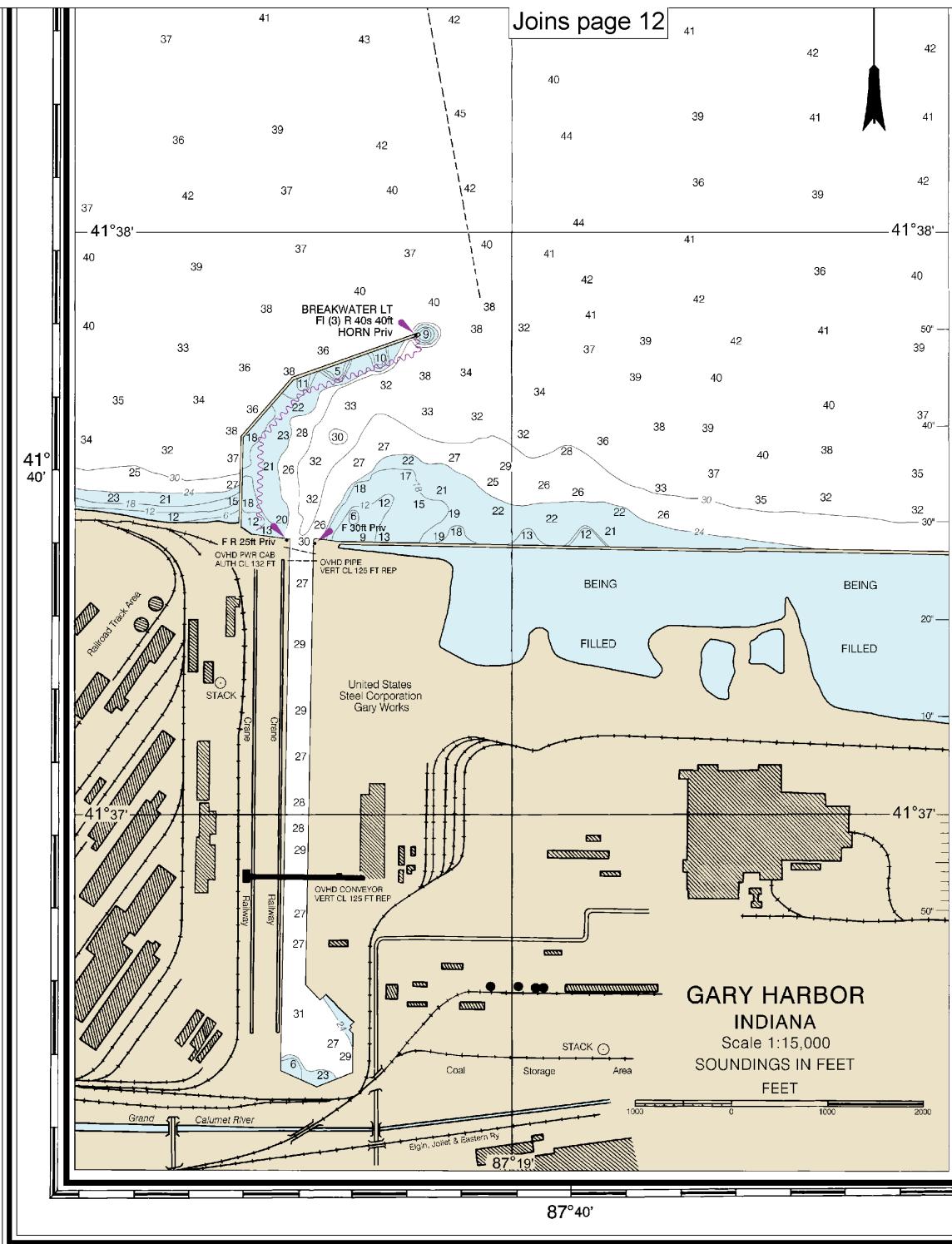
SCALE 1:60,000
Nautical Miles
1 1/2 1 2 3 4
1000 0 1000 2000 3000 4000 5000 6000 7000
Yards

See Note on page 5.

Joins page 11



Joins page 19



14927

26th Ed., Dec. 2016. Last Correction: 12/9/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

CAUTION

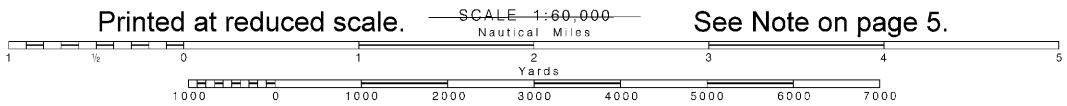
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

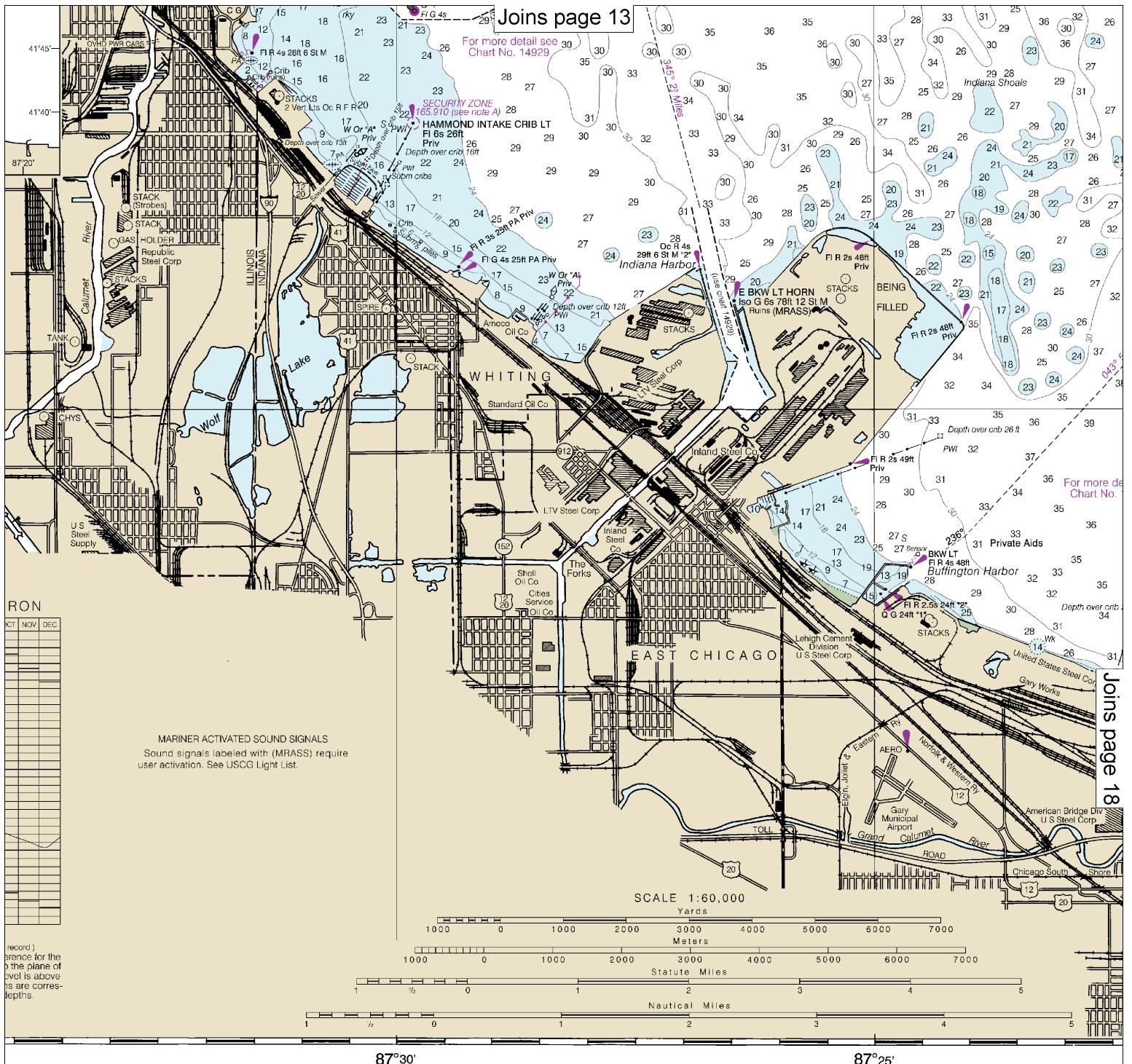
SOUNDING

16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

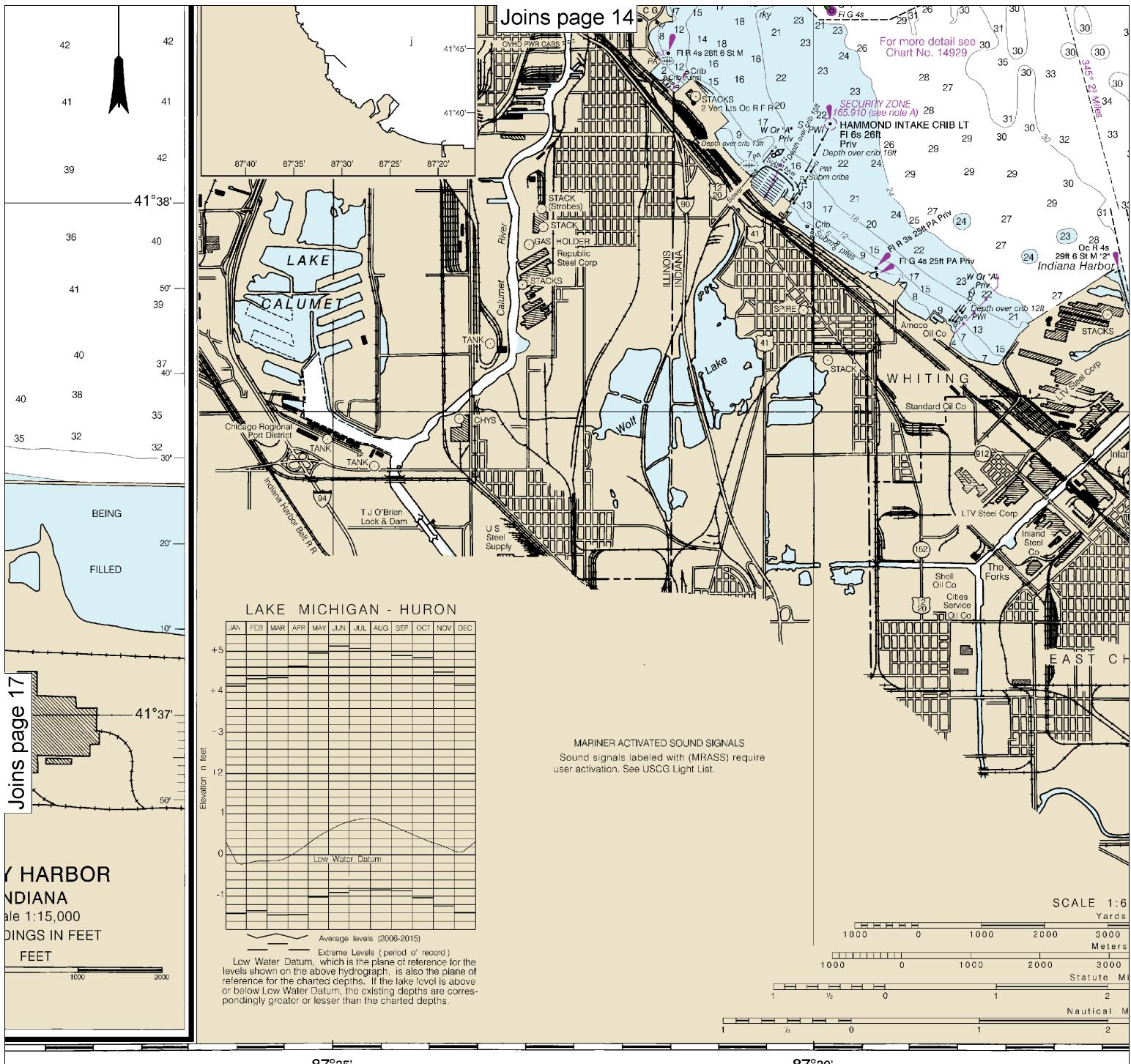




GS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

| FATHOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| FEET | 8 | 12 | 16 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 96 |
| METERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |



SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

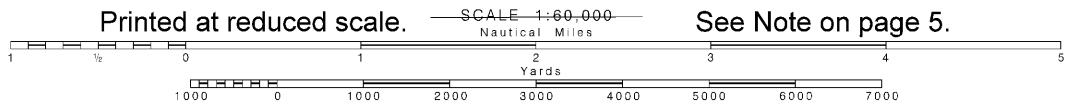
© by the National Geospatial-Intelligence Agency
Coast Guard district to the dates shown in
is issued after the dates shown in the lower left

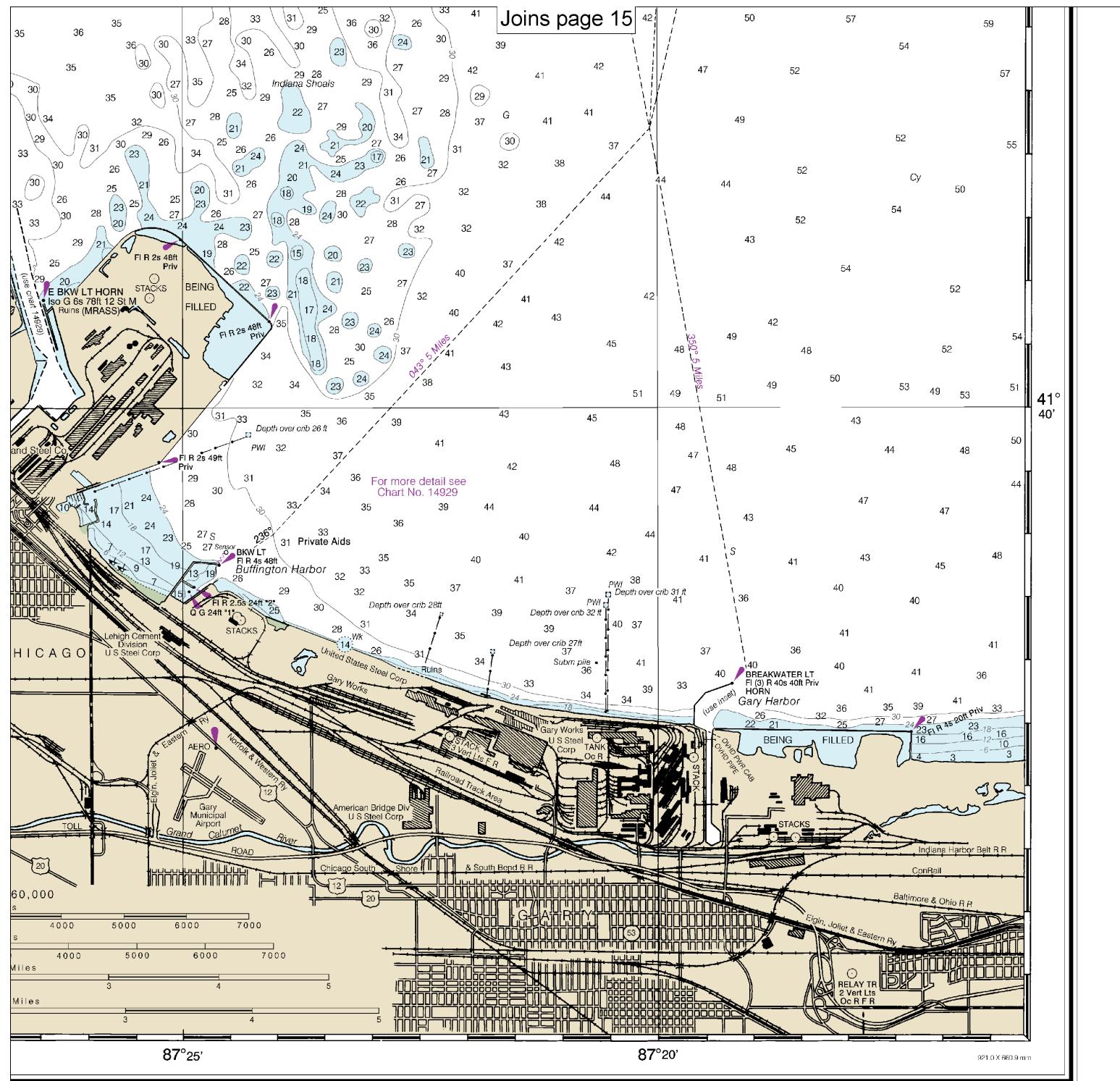
6)

18

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.





| HOMS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---------|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| FET | 8 | 12 | 18 | 24 | 30 | 36 | 42 | 48 | 54 | 60 | 66 | 72 | 78 | 84 | 90 | 98 | 102 |
| MARSHAL | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| TERS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |

Chicago Lake Front
SOUNDINGS IN FEET - SCALE 1:60,000

14927



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information

— <http://www.nauticalcharts.noaa.gov>

Interactive chart catalog

— <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report a chart discrepancy

— <http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx>

Chart and chart related inquiries and comments

— <http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>

Chart updates (LNM and NM corrections)

— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Coast Pilot online

— <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

Tides and Currents

— <http://tidesandcurrents.noaa.gov>

Marine Forecasts

— <http://www.nws.noaa.gov/om/marine/home.htm>

National Data Buoy Center

— <http://www.ndbc.noaa.gov/>

NowCoast web portal for coastal conditions

— <http://www.nowcoast.noaa.gov/>

National Weather Service

— <http://www.weather.gov/>

National Hurricane Center

— <http://www.nhc.noaa.gov/>

Pacific Tsunami Warning Center

— <http://ptwc.weather.gov/>

Contact Us

— <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.